

were heavily chained and under a strong guard of soldiers. Poor wretches, they seemed almost if not altogether, frozen, and I can imagine they would welcome death as a happy relief from the awful rigours of a Manchurian prison in mid-winter! About a fortnight after, I met a band of horsemen and some carts coming in from the execution ground and on enquiry I found that they had been "despatching" those referred to above. China is like the diseased body of a hospital patient I saw some time ago. Great, ugly, angry sores overgrown her body. The patient's son said he had been trying his skill on his father for several months but no sooner had he expelled the disease from one spot than it broke out elsewhere. Such is China, in her political functions! She applies sharp remedies, but too often they result in unending disaffection from one district only to spring up in another. The frequency and widespread nature of these occurrences indicate that there is a great deal of inflammation put up in the hearts of the people. Officialdom is intensely hated by the populace. A short time ago, with about thirty other travellers, I lodged for a night in a large inn on one of the main roads. Several government officials with a large retinue occupied the whole of the good rooms and appropriated all the comforts of the inn and bullied and badgered the waiters almost beyond endurance. No one could be served until these despots were thoroughly satisfied, and yet they paid only two-thirds of the usual charge. The reason being at its worst and the large room, that thirty of us occupied in common, being very cold, our tempers were not in the most friendly condition. A wide yard separated us from our betters in the front rooms, so emboldened by distance and maddened by hunger and cold, my companions called most bitterly against the whole official class high and low, civil and military.

An event of common occurrence in China has just happened in K'wang-ch'ang-tzu, one of our chief centres of commerce. A correspondent describes it thus:—
"A state of things which has been threatening here for a long time more than a month—has taken place at last, that is, the merchants and traders of K'wang-ch'ang-tzu have closed their shops to business in order to resist the new taxation upon all classes of goods entering the city. I have just been down town to have a 'look see.' Every shop in the whole city is closed; crowds of people are on the streets and about the yamens, armed patrols are at the principal crossings, and the temper of the people is such as would make it extremely perilous to open the shops. The suspension of business is very complete, not a cart, large or small, is visible. It is a sight of a lifetime, the people say that it is upwards of twenty years since anything like it happened. How long it may last no one can say; some predict only a few days, some till after the Chinese New Year. They say that if the Provincial authorities are successful in imposing this tax, it will trouble the taxation of the city."

What a power of combination the Chinese have! I am sorry there is a great deal of distress throughout Manchuria this winter. Grain and fuel are very dear. In some districts the transport of goods to other places is strictly prohibited, and I heard of one magistrate who commanded the grain merchants to lower their prices. Porridge kitchens have been established in a number of places, "but what are they among so many?" And now when the heavy snow has fallen it is impossible for the poor to go out and gather fuel. —*Shanghai Mercury.*

TO FAR CATHAY.

XXII.

CONCLUDING NOTES.
To the early seventies may be traced the genesis of the tea-steamer, which rapidly multiplied into a large and costly fleet, increasing year by year as the facilities of the Suez Canal became realized.

One of the earliest of the steam tea lines was the Castle Line of Messrs. Thomas Skinner & Co., of Glasgow, a firm which displayed remarkable enterprise in this direction. They had already a number of very fine boats running between London and China, when they conceived the idea of reviving the tea trade by constructing very much swifter boats than yet existed in any ocean trade. Thus they had designed and built on the Clyde the famous *Striffin Castle*—a beautiful and costly vessel, got up regardless of expense, with a view to beat the record, and secure the preference of the early teas at the remotest freights. She was certainly a very swift steamer, and made wonderful passages, but her heart was too large for her body, and the throbbing of her mighty engines almost shook her to pieces. Some improvements were afterwards made on her, and although she remained for a time the fastest boat in the China trade, her coal consumption was so enormous that she never paid, and she was taken out of the trade.

Messrs. H. C. Glen, established by another Glasgow firm, but almost from the first, as now, managed by Messrs. Macgregor, Gow & Co., of London, had been rapidly growing, and there were soon more "Glen's" than "Castles" on the China Seas. The Glen line became first favourite with the tea shippers, for although the boats were not as swift as the *Striffin Castle*, they were from the first of high power and splendid equipment, and with every accession they went on growing in speed.

In addition to the regular sailings of the "Glen's" and the "Ocean" line of cargo boats, there are now the "Ben" line and others, whose boats are put on during the tea season—all in place of the fine old fleets of clipper.

Arable and Persia, both overland and over-sea in junk. This was when the world was young indeed, but everything in China is so old that no date not doubt any of the records. A curious thing is that, notwithstanding the enormous development of the trade with England and America, the total exports of tea are said to be smaller in the 19th than they were in the 17th century. If that were the case in the days of the tea-clipper, how much more so must it be to-day! Since 1870, say in twenty years, the China tea trade has fallen off about 75 per cent. By the China tea trade in this connection, we do not mean the exports merely, but the total production and consumption. Not only are Britons taking to Indian tea in preference, but even the Chinese are more and more taking to other beverages in place of their own once invariable brew, while the burden of taxation bids fair to crush the tea-grower out of existence altogether. What he has to do to disengage for taxes he has to pay over to the middleman, who advances him money at 10 per cent. per month on his growing crop, but who only takes that crop in payment at the prices current at time of delivery. When the time of delivery arrives, the tea-planter knows by experience that prices will be down to the bottom dollar. Even a Wall Street operator might find something to learn in China of the tricks of "manipulating" a market. One effect of flooding the tea-grower, however, has been in spoil the quality of his product, and Chinese merchants have been for the last twenty years doing their best to "kill the goose."

They have pretty well killed it already in some of the once famous and prosperous tea-growing districts, but some other areas have been opened up—notably, Formosa. The tea of Formosa is accounted by Americans, and some others, the finest in the world, and as the output of the Beautiful Island is steadily increasing we shall by-and-by see a direct steam trade between Formosa and the United States and Europe. As present Formosa tea goes to Amoy and Hongkong for transshipment. And the tea for American consumption is now for the most part packed in British vessels and paid for through British bankers.

Another effect which has been wrought on China of late years, by the introduction of steam, is the change in the balance of commercial life. The great rich inland cities which in olden times monopolized the trade and wealth of the country are steadily going to decay—even Peking is not half the size it was a century ago—and the newer cities on the seaboard and on the lines of the great waterways are growing both in size and in enterprise. On the Yangtze River the towns are becoming the most important in the Empire, and when steamers are enabled to proceed up the Gorges into the far interior, a still greater and richer development may be expected. One of the tasks of the future for British capital and British enterprise (at least we hope so) will be to exploit the Upper Yangtze as the Irrawaddy was exploited by the Florida Company. It is in that direction that we must look for a new trade, a new fleet of steamers of new design, to make up for the decline otherwise in the commercial attractions of Far Cathay.

A word in conclusion as to the later history of some of the famous old clippers, of which one is so reluctant to lose sight. We are indebted to an American correspondent who has gathered information about the fate of several of them.

The *Osprey*, ex-auditory steamer, mentioned in our last, is now in existence as a full-rigged sailing-ship engaged for the most part in the North American trade. The famous *Thermopylae* was transferred from the tea-trade to the Australian trade under Messrs. George Thompson & Co.'s flag. Two years ago she made the run out from London to Amoy in seventy-two days, and after discharging at Hongkong, went on to San Francisco, latterly she has been running on rice-chartered between China and Japan and British Columbia.

When the Australian trade developed after the opening of the gold-fields—as we shall see in the next branch of our inquiry—many of the tea-clippers were loaded outwards for Australia, and remained permanently in that trade. Some of them ran out to Australia only to fill up the time until the tea cargoes would be ready to load homewards, and went on to Shanghai in ballast before the New South Wales coalfields were developed. The once well-known *Mina* was sold to Hawaiian owners, and under the name of the *W. B. Gifford* was lost on the Australian Coast a few years ago. The names of the *Ferry Cross* and the *Serica* are still in existence, but do not pertain to the clippers of these names we have referred to. The *Thiania*, however, is still in existence, and was lately in the service of the Hudson's Bay Company, trading between London and British Columbia. The *Spindrift* was lost some fifteen years ago, but the *Cutty Sark* was recently, and probably still is, in the East India trade, alternately with London and New York.

The *Tasping*, after an eventful career, was lost on her homeward voyage about the year 1878. The *Forward Ho* survived until 1885, when she was lost off the Coast of Japan, and the *Sir Lancelot* a few years later went down while crossing the Pacific. Some other vessels once well known in the tea-trade are now regularly employed in the North American timber trade, such as the *Bellid Will*, the *Windhover*, the *Pak Wan*, the *Wyle*, etc.

And here we must close our records of the time enterprise in connection with Far Cathay, and will proceed to trace the developments which have taken place under the Southern Cross.—*Fairplay.*

THE MATRIMONIAL MUSE.

BRIGHT BITS OF VERSE.

The editor of the *Simpsonville Standard* was putting the marriage notices into shape, and as the names of the happy couples were rather unusual, it occurred to him that he might make it pleasant for all concerned, and possibly sell a few more copies of his paper.

"Let me see," he said, chuckling to himself, and sorting over the copy, "here's Jim Old and Fannie Smith. Jim's been on the books for a long time. I wonder how this'll strike the folks?" and he wrote—
Our city is proud of the youth of her girls,
They're younger each year to behold,
And since we've been here, now many a year,
Sweet Fannie's the first to get old.
"There, I guess that's good for a dozen copies," and with a sigh of relief he pulled out another.
"Um—Mr. English and Miss French," he followed, "they are old hands. Want something nice and quiet. Don't like to see their names in the papers, but they buy up all the copies they find, and he worked away for 30 minutes. 'I guess that's the pole that will knock the penitents,' he smiled, as he wrote this after the formal notice:—
"Je t'aime," he said,
"I gave her heart a wrench,
"do not understand," she said,
"I am not French."
"You were," he said,
"I did not like you, an,
And have made you—
English, don't you know."
He read it over once or twice with evident pride and went for another.
"William Higgins and Katie Black," he said thoughtfully, "I don't know Katie, but Bill owes the debt for printing his wedding cards a month ago. I guess I'll remind William of his

promise to pay on the spot," and he took up his pencil savagely, and wrote—
May blessings be with Bill this day,
Although he is a slack one;
He couldn't get a girl that's white,
And so he took a Black one.
"If that doesn't fetch him," laughed the editor softly, "I'll give him the 400. for a wedding present."

He looked up another.
"Ah, here's Harry Thorn and Ann Rose; that's an easy one. I can write that kind at so much a mile: running measure," and he dashed off this:—
Oh, happy Harry, happy Ann,
Rejoice that you were born;
And thank the man who said, "There is
No Rose without a Thorn."

"That isn't so bad," he mused, as he reached for more aids to poetry, and he dragged out another:
"Mr. Hogg and Miss Mary Law," he repeated, as he chewed on his pencil. "Well, I'll say what I please, I think, as I don't know either one of them, and so here goes."
He worked a few minutes and had this:—
He's taken the Law into his own hands,
And happily may they love;
She loved him true, or she never could do
Such a thing as marry a Hogg.
"That's a little left-handed, may be," he sighed, "but it will amuse their friends, even if they don't like it themselves. Besides, Hogg's haven't any business getting married anyway."

"Here's something better," he continued, as he picked up another notice:
"Mr. Sweet and Miss Angel. Think of it," murmured, "Why, it just makes itself a poem," and he scribbled away at this:
May all the joys of life be thine;
This sweet young room and angel bride;
The groom's in luck, he's drawn a prize;
Nor is the bride much otherwise;
She's bound to be sweet for all her life,
And he's got an Angel for a wife.
"That's worth at least 20 copies," and the tickled editor began to juggle the extra dollar in his mind.

"Here's one more," he went on as he studied the names. "Charley Poor and Harriet Home. There's a good deal in that, possibly," and he began to grind the machine, and ran out this:
Ah, woman, thou art man in great,
Surpassing all endeavors;
Sweet Harriet leaves her home content,
Though she be poor for ever.
"By gravity," said the editor, "that's a corker."

"Hi, there," broke in the devil; "there's a fight round the corner, and the fellow's got out his gun," and the editor dropped the muse and hustled out for the news.

If the sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief and a permanent cure. The medical profession in the various countries of the world universally declare it a remedy of the greatest value, and as it is very palatable it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

Today's Advertisements.



GOVERNMENT NOTIFICATION.

IT is hereby notified that on and after THURSDAY next, the 9th instant, owing to the SCARCITY OF WATER, the Supply will be SHUT OFF from the City between the hours of 9 P.M. and 5 A.M.

G. T. M. O'BRIEN,
Colonial Secretary.

WANTED!

TO BUY for Cash down a GOOD SECOND HAND PIANO.
Apply giving particulars to
B.
c/o Hongkong Telegraph Office.
Hongkong, 7th March 1893. [310]

FOR YOKOHAMA AND KOBE.
THE Steamship
"KINGSLAND"
will be despatched as above on or about the 17th instant.
For Freight, apply to
JOHN ANDREW,
Agent,
5, Duddell Street.
Hongkong, 7th March, 1893. [318]

NOTICE TO CONSIGNEES,
FROM CALCUTTA, PENANG AND SINGAPORE.
CONSIGNEES of Cargo per Steamship
"CATHERINE APCAR"
are hereby informed that their Goods will be delivered from alongside. Cargo Impeding the discharge or remaining on board after the 9th instant, will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.

No Fire Insurance will be effected.
Bills of Lading will be signed by
DAVID SASSOON, SON & Co.,
Agents.
Hongkong, 7th March, 1893. [314]

TO LET.

OFFICES, 1ST & 2ND FLOORS, No. 4, Queen's Road Central, over the Bank of China, Japan and Straits, Limited.
Nos. 11 & 12, COOMBE ROYAL—A large Furnished House at Magazine Gap.
No. 10, OLD BAILEY STREET.
No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank in Liquidation.
NEW HOUSES in RYTON TERRACE—Bonham Road, near Breezy Point.
NEW HOUSES in Elgin Street, Peel Street, and Stanton Street.

No. 4, BLUE BUILDINGS.
FLOORS in Blue Buildings.
OFFICES—Second Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.)
GODOWN, No. 1A, Blue Buildings.
SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.
Nos. 21 & 23, CAINE ROAD.
No. 5, VICTORIA VIEW, Kowloon.
GROUND FLOOR No. 5, Shelley Street.

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 7th March, 1893. [316]

TO LET.

NO. 8, KNOTSFORD TERRACE, Kowloon.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 7th March, 1893. [317]

Today's Advertisements.

VICTORIA COLLEGE.

TERM begins SATURDAY NEXT, 11th March.
All applicants for ADMISSION or RE-ADMISSION should present themselves, accompanied by PARENTS or GUARDIANS, in the College Hall, on FRIDAY next, 10th March, at 9 A.M.

FREE AS FORMERLY:—
CLASS I.....\$30 PER ANNUM.
CLASS II.....\$24 " "
REMAINDER.....\$12 " "
GEO. H. BATESON WRIGHT, D.D.,
Headmaster.
Hongkong, 7th March, 1893. [315]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
THE TENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the OFFICE of the COMPANY, Praya Central, on MONDAY, the 20th March, 1893, at 12 o'clock NOON, for the purpose of receiving the Report of the General Managers, and electing a Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to 20th March, both days inclusive.

SHEWAN & Co.,
General Managers.
Hongkong, 7th March, 1893. [313]

Notices of Firms.

NOTICE.

THE INTEREST AND RESPONSIBILITY of the late MR. THOMAS EDMUND DAVIES in our Firm CEASED on the 31st December last.

DOUGLAS LAPRAIK & Co.
Hongkong, 6th March, 1893. [308]

NOTICE.

MR. OTTO G. SCHWIND has been AUTHORIZED to Sign our FIRM per Procuration from this date.

RADECKER & Co.
Hongkong, 1st March, 1893. [320]

A. E. SKEELS & Co.,
Telegraphic Address "SOBRINOS," Hongkong.
(A.B.C. Code 4th Edition.)

AUCTIONEERS, VALUERS & COMMISSION MERCHANTS.
No. 17, PRAYA CENTRAL.
Under Messrs. Douglas Lapraik & Co.'s Offices.
Hongkong, 31st January, 1893. [170]

Auctions.

PUBLIC AUCTION

OF
USEFUL HOUSEHOLD FURNITURE.
MESSRS. A. E. SKEELS & Co., have been favored with instructions to Sell by PUBLIC AUCTION:
ON
THURSDAY next, the 9th March, 1893, at their
SALES ROOMS, 17, PRAYA CENTRAL, commencing at 2.30 P.M. SHARP.

A LARGE QUANTITY OF
USEFUL HOUSEHOLD FURNITURE,
1 PIANO BY BRINEMAN.
1 CHAIR.
1 COLLAR & COLLARD,
&c., &c.

Completing:—
DRAWING, DINING, and BED ROOM SUITES, OVERMANTLES, BOOK CASES, SIDEBOARDS, DINNER WAGGONS, DINING TABLES and CHAIRS, DRESSING TABLES, MARBLE-TOP and other TABLES, DOUBLES and SINGLE BRASS BEDSTEPS, BEDSTEADS, WIRE and HAIR MATTRESSES, DINING SETS, TEA SETS, DESSERT SETS, ELECTRO PLATE, GLASS WARE, TOILET WARE, CUTLERY, COOKING STOVES and RANGES, SOOCHOW BATHS.

On view on Wednesday and Thursday A.M.
TERMS OF SALE—Cash on delivery.

WEEKLY AUCTION,
SATURDAY next, the 11th March, 1893, at 12 SHARP.

WINE, PROVISIONS, CIGARS.
A NEW PATENT RIFLE with ACCESSORIES, AMMUNITION, &c., by "MARLIN," A NEW WINCHESTER REVOLVER with CARTRIDGES.

BICYCLES, TRICYCLES and SUNDRIES.
See Expresses.
A. E. SKEELS & Co.,
Auctioneers & Valuers.
Sales Rooms, 17, Praya Central.
Hongkong, 7th March, 1893. [301]

PUBLIC AUCTION
OF
OLD CHINESE PORCELAIN, PERKIN EMBROIDERIES and CURIOS.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION
ON
SATURDAY, the 11th March, 1893, commencing at 2.30 P.M., at his SALES ROOMS, Duddell Street, received from Pekin direct,
A VERY FINE and VALUABLE COLLECTION OF
OLD CHINESE PORCELAINS, EMBROIDERIES and CURIOS.

Completing:—
VASES, JARS, PLATES, BASINS, &c., in Colours, BLUE and WHITE, Black, &c., &c., from the Ming Dynasty, and the reigns of Kanghi, Kienlung, to more modern dates; MING RHINOCEROS HORNS, MING SANG-DE-BROU, and CRACKLE VASES, MING SOOCHOW LACQUER, &c., &c. A VERY FINE LOT of OLD PEKIN SILK EMBROIDERIES, COATS and other EMBROIDERY, OLD PEKIN ENAMELLED VASES, SNUFFBOTTLES, BLUE and WHITE and FIVE COLOURED SCREENS.

AND
OTHER CURIOS.
Catalogues will be issued previous to Sale, and the above will be on view on Friday next.
TERMS OF SALE—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 6th March, 1893. [311]

Intimations.

W. BREWER.

HAVE JUST RECEIVED
NEW ASSORTMENT OF
GENTS MORROCCO LEATHER BOOTS AND SHOES.
GENTS BROWN LEATHER BOOTS AND SHOES.
GENTS PATENT LEATHER SHOES.
GENTS DANCING PUMPS.
GENTS TENNIS SHOES.

WHITAKER'S ALMANACKS.
MARINE ENGINEERS ANNUAL and ALMANACK.
ENGINEERS GAZETTE ANNUAL.
CALVERT ALMANACK.
NAUTICAL ALMANACK, &c.

NEW PATENT COPYING PRESSES.
NEW PATENT PLAQUES for WALL DECORATION.

W. BREWER,
UNDER HONGKONG HOTEL. [40]

CARMICHAEL & Co., LD.

RAIN COATS & UMBRELLAS.

BUCKSKIN LEGGINGS.

PORPOISE-HIDE WATERPROOF BOOTS. RACE GLASSES WITH SLING CASES.

CARMICHAEL & CO., LTD.
18, Praya Central, Hongkong. [52]

Hotels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.
THIS commodious and well appointed HOTEL, situated at a height of 1,350 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL" is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATES.
The Rates for BOARD and LODGING during the Winter Months, from November 1st to March 31st, have been reduced as follows:—
One person, one month.....\$5.00
Married couple (occupying one room) per month.....85.00
One person per day.....2.50
Married couple per day.....3.50
For full particulars apply to
VICTORIA HOTEL.
Hongkong, 25th October, 1892. [225]

WINDSOR HOTEL.

(in Connaught Buildings),
QUEEN'S ROAD, HONGKONG.
THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE. Cuisine under European management. Each Bed-room has its own Bathroom, Hot and Cold water. Passenger Elevator to all Floors. Charges from \$2 per day upwards. Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor. Hongkong, 23rd August, 1892. [25]

BAY VIEW HOTEL.

M. R. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.
Hongkong, 2nd May, 1892. [480]

HAUSENSTEIN'S HOTEL, A MOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors. An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.
Terms Moderate.
R. HELLWIG,
Proprietor.
Amoy, 1st September, 1892. [28]

THE BOA VISTA HOTEL.

BISHOP'S BAY, MACAO.
THIS HOTEL is situated on the sea shore in one of the best and healthiest parts of Macao, and commands an admirable view facing the South. Its accommodation is unsurpassed in the Far East.

Every comfort is provided for Visitors, with an excellent Cuisine, and Wines, Spirits and Malt Liquors of the best brands. Hot, Cold, Shower and Sea Water Baths, Large and well Ventilated Dining, Billiard and Reading Rooms, and its well supplied Bar. A small Dairy is attached to the premises.
MRS. MARIA B. DOS REMEDIOS,
Proprietress.
[29]

THE SHAMEEN HOTEL.

BRITISH CONCESSION, CANTON.
THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East. The Table D'ôte is supplied with every luxury in season, and the cuisine is in experienced hands.
Wines, Spirits, Malt Liquors, etc., of the best quality only.
A WELL APPOINTED BILLIARD-ROOM.
A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1892. [127]

NOTICE.

JAY'S SANITARY COMPOUNDS COMPANY, LIMITED.
JAY'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.
Sole Agents:—
Messrs. H. W. HARRISON, C.B., C.M., Chief Sanitary Engineer, Local Government Board, London, says:—
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
8, Essex Buildings.
Hongkong, 19th June, 1893. [9]

The Share Market.

LATEST QUOTATIONS
 Hongkong and Shanghai Bank—110 per cent.
 The National Bank of China, Ltd.—on 28.10.
 paid up—35 per cent. dis. sellers.
 The National Bank of China, Ltd.—Founders' shares, 150 per share, buyers.
 The Bank of Japan & the Straits, Ltd.—24. buyers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 150, 150.
 Chinese Imperial Loan of 1884 B—21 per cent. premium, buyers.
 Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
 Chinese Imperial Loan of 1885 E—14 per cent. premium.
 Union Insurance Society of Canton—85 per share, sellers.
 China Traders' Insurance Company—\$57 per share, sellers.
 North China Insurance—115 per share, buyers.
 Canton Insurance Company, Limited—100 per share, buyers.
 Yangtze Insurance Association—100, sellers.
 On Tai Insurance Company, Limited—115 per share.
 Hongkong Fire Insurance Company—250 per share, sellers.
 China Fire Insurance Company—82 per share, ex. div. buyers.
 Hongkong, Canton, and Macao Steamboat Co.—283 per share, buyers.
 China and Manila Steam Ship Company—20 per share, sellers.
 Indo-China Steam Navigation Company, Limited—50 per cent. discount, buyers.
 Douglas Steamship Company—37 per share, sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—70 per cent. premium, ex. div. sellers.
 Geo. Fenwick & Co., Limited—115 per share, buyers.
 Hongkong Hotel Company—21, sales and sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—50.
 The Austin Arms Hotel and Building Company Limited—\$4 per share, sellers.
 The Shamrock Hotel Co., Limited—\$3 per share.
 Pungin Mining Co.—\$41 per share, sales and buyers.
 The Raul Gold Mining Co., Limited—50 cents per share, buyers.
 New Islands Mining Co., Limited—10 cents, nominal.
 The Balmoral Gold Mining Co., Limited—nominal.
 Seaford Franchise des Charbonnages du Tonkin—\$50 per share, sales and buyers.
 The Jelebu Mining and Trading Co., Limited—\$5 per share, buyers.
 The Selama Tin Mining Co., Limited—4 cents per share, sellers.
 London and Pacific Petroleum Co., Ltd.—nfs. nominal.
 China Sugar Refining Company, Limited—148 per share, ex. div. sellers.
 Luson Sugar Refining Company, Limited—\$35, nominal.
 A. S. Watson & Co., Limited—\$15 per share, sales and sellers.
 Dakin, Cruickshank & Co., Limited—\$2 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$31 per share, buyers.
 The Kowloon Land Investment Co., Limited—\$41 per share, ex. div. buyers.
 The Hongkong Land Investment Co., Limited—\$55 per share, ex. div. sales and sellers.
 The West Point Buildings Co., Limited—\$26 per share, sellers.
 H. G. Brown & Co., Limited—\$7 per share, 11.5.
 Hongkong and Kowloon Wharf and Godown Company—\$42 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—100 per share, sellers.
 Hongkong Gas Company—103 per share, buyers.
 Hongkong Ice Company—\$64 per share, ex. div. buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$51 per share, sellers.
 The Green Island Cement Co.—\$41 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$21 per share, buyers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$55 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T.2/8
 Bank Bills, on demand2/8
 Bank Bills, at 4 months' sight2/8
 Credits at 4 months' sight2/9
 Documentary Bills, at 4 months' sight2/9
 ON PARIS—Bank Bills, on demand3/4
 Credits, at 4 months' sight3/4
 ON INDIA—T. T.220
 On Demand221
 ON SHANGHAI—Bank, T. T.71
 Private, 30 days' sight72

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Col. and Mrs. Baker. Mr. R. Musgrave.
 Mr. B. Handman. Mr. N. Nicol and child.
 Mr. R. B. Barron. Mr. P. O'Malley, A.S.C.
 Capt. Butcher, O.S.D. Mr. Paul.
 Mr. F. A. Carl. Mr. W. Parfitt.
 Capt. and Mrs. Combe. Mr. and Mrs. Rennie.
 Mr. C. A. Conolly. Mr. A. W. Roberts.
 Capt. and Mrs. Donohue. Mr. H. W. Roberts.
 R.A. Colonel Robinson.
 Mr. and Mrs. Durkin. Mr. F. E. Shian.
 Mr. E. von Fawkes. Mr. and Mrs. Slim.
 Capt. W. H. Fawkes. Miss Sims.
 R.N. Mr. E. Springall.
 Mr. G. G. G. Mr. L. Starr.
 Hon. and Mrs. Goodman. Capt. and Mrs. Anstruther.
 Mr. W. S. Gulon. Mr. Thomson, R.H.G.
 Col. W. H. Hallett. Mr. W. Toffell.
 Mr. A. Hewitt. Mr. and Mrs. Tarnow.
 Mr. C. Ingemuhl. Mr. and Mrs. Warren.
 Mr. G. Jamieson. Dr. R. Weller.
 Mr. J. Langhans. Mr. H. P. Wilkinson.
 Mr. and Mrs. Mober and Mr. and Mrs. G. C. maid.
 Captain Moore, R.N.

VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Mr. Adamson. Mr. Medhurst.
 Mr. F. East. Mr. A. E. Skeels.
 Mr. C. H. Gale. Mr. Sparrow.
 Mr. W. H. Gaskell. Mr. Stephens.
 Mr. T. H. Howard. Captain Moore.
 Mr. V. Koid. Mr. Geo. L. Tomlin.
 Mr. W. H. R. Loxley.

WINDSOR HOTEL.

Mrs. Baird and child. Mr. R. M. McHattie.
 Mrs. Blanchard. Mrs. McHattie.
 Mr. J. F. Boulton. Mrs. McHattie.
 Major and Mrs. Chapman. Mr. J. R. Joyce.
 Mr. S. I. Danby. Mr. A. Mourant.
 Captain N. Dodd. Hon. N. G. Mitchell.
 Mrs. Doid. Innes.
 Lt. W. E. Eaton, U.S.N. Mrs. Mitchell-Jones.
 Mrs. Eaton. Capt. and Mrs. Morris.
 Lt. E. W. Eberle, U.S.N. Mr. Ch. E. Nicholas.
 Mrs. Eberle. Lt. F. A. Norris, U.S.N.
 Master Eberle. Mrs. Norris.
 Mr. G. Engel. Miss Norris.
 Mr. W. Evans. Mr. P. Ouelin.
 Vice-Consul P. Gavan. Mrs. Perkins.
 Mr. and Mrs. Pigott.
 Rear Admiral D. B. Mr. F. J. Richardson.
 Harmony, U.S.N. Captain Revesbeck.
 Mrs. D. B. Harmony. Mr. and Mrs. Salabell.
 Mrs. Hauenstein. Mr. John Smith.
 Miss H. Hauenstein. Mr. A. M. Thomas.
 Miss A. Hauenstein. Captain A. Tillett.
 Master G. Hauenstein. Mr. A. Trant.
 Master A. Hauenstein. Mrs. Tufnell.
 Mr. F. Mayer. Mr. and Mrs. C. Watling.

Shipping.

ARRIVALS.
 SYDNEY, French steamer, 2,133, Delacour, 6th March—Shanghai 3rd March, Mails and General.—Messageries Maritimes.
 CHINGWOO, British steamer, 1,556, G. L. Gratian, 6th March—Liverpool 20th January, and Singapore 28th Feb., General.—Arnhold, Karberg & Co.
 NURURU, German steamer, 3,207, B. Blank, 7th March—Nagasaki 3rd March, Mails and General.—Melchers & Co.
 NANCHANG, British steamer, 1,056, E. Finlayson, 7th March—Canton 7th March, General.—Butterfield & Swire.
 CANTON, British steamer, 1,110, T. H. Selzer, 7th March—Shanghai 3rd March, and Swatow 6th, General.—Jardine, Matheson & Co.
 CATHERINE APCAR, British steamer, 1,733, J. G. Ollent, 7th March—Calcutta 18th Feb., Penang 25th, and Singapore 28th, Opium and General.—D. Sarsion, Sons & Co.
 NIENSTEIN, German steamer, 731, L. Albers, 7th March—Mojl 28th Feb., Coal.—Melchers & Co.
 HAIPHONG, French steamer, 874, H. Galliet, 7th March—Haiphong 5th March, General.—Messageries Maritimes.
 TETARTOS, German steamer, 1,579, W. Breitung, 7th March—Salon 2nd March, Rice.—Siemssen & Co.
DEPARTURES.
 March 7, Zofira, British steamer, for Amoy.
 March 7, Chusan, German str., for Saigon.
 March 7, Lyceum, German str., for Canton.
 March 7, Kaitang, British str., for Singapore.
 March 7, Taitow, British str., for Swatow.
 March 7, Chingwo, British str., for Shanghai.
 March 7, Daphne, German str., for Yokohama.
 March 7, Borneo, Dutch steamer, for Bangkok.
 March 7, Don Juan, Spanish str., for Manila.
 March 7, Peking, German str., for Shanghai.
CLIPRANCES AT THE HARBOUR OFFICE.
 Haiphong, British steamer, for Swatow, &c.
 Borneo, Dutch steamer, for Bangkok.
 Chingwo, British steamer, for Shanghai.
 Freya, Danish steamer, for Holbow, &c.
 Don Juan, Spanish steamer, for Manila.
 Glogole, British steamer, for Shanghai.
 Pakham, British steamer, for Swatow.

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 Haiphong, British steamer, for Swatow, &c.
 Borneo, Dutch steamer, for Bangkok.
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 Freya, Danish steamer, for Holbow, &c.
 Don Juan, Spanish steamer, for Manila.
 Glogole, British steamer, for Shanghai.
 Pakham, British steamer, for Swatow.

PARSENGES—ARRIVED.
 Per Catherine APCAR, str., from Calcutta, &c.
 Mrs. J. G. Ollent and child, Mr. and Mrs. G. C. Wray, Miss Pertwee, Messrs. N. N. J. Eze, W. S. Gieves, R. B. Barron, and 630 Chinese.
 Per Canton, str., from Shanghai—26 Chinese.
 Per Chingwo, str., from Liverpool, &c., for Hongkong—220 Chinese. For Shanghai—Mr. Newman.

DEPARTURES.
 Per Nurnberg, str., from Nagasaki for Hongkong—Mr. and Mrs. Ping Fong and child, Mr. and Mrs. Chin Fung and child, Mr. and Mrs. Ping Chen and child, Captain Meyer, Messrs. Carl Walter, Chuan Pin An, Georg Rajtan, and B. Havers, 26 Chinese and 10 Japanese. For Europe—Mrs. G. von der An, M. Saksakawa, K. Makiyawa, T. Sasaki, Messrs. W. Gartner, C. Dilling, and J. B. Hartley.
 Per Sydney, str., from Yokohama—Mrs. Waller, Messrs. Stempel, E. J. Meugens, J. J. New, and G. Wilken. From Kobe for Saigon—Messrs. D. H. Mackintosh. From Shanghai for Singapore—Mr. R. Musgrave, Messrs. W. P. Fawkes, R. Weller, T. H. Howard, M. J. Foley, and W. A. Wada. For Colombo—Mr. F. Foley. For Port Said—Mr. and Mrs. Stanley. For Alexandria—Mr. G. Tallers. For Marseilles—Mr. and Mrs. Courten, Messrs. Le Mevel, Pelletier, and M. Pelletier.
 Per Haiphong, str., from Haiphong—Mr. and Mrs. Desobles, Mr. de St. Mathurin, and 49 Chinese.

DEPARTED.
 Per Haiphong, str., for Swatow—Messrs. G. Jamieson, C. D. Wilkinson, and Lee. For Shanghai via Foochow—General, Mrs. and Miss Sims.

REPORTS.
 The British steamship *Ceylon* reports that she left Shanghai on the 3rd instant, and Swatow on the 6th. Had moderate north-east wind with cloudy weather throughout.

The British steamship *Chingwo* reports that she left Liverpool on the 20th January, and Singapore on the 28th ultimo. Had strong north-east wind and sea from Singapore.

The British steamship *Catherine APCAR* reports that she left Calcutta on the 18th ultimo, Penang on the 25th, and Singapore on the 28th. After leaving Singapore experienced light north-east monsoon up to 5th instant; thence to arrival had strong north-east monsoon and high sea.

The German steamship *Nurur* reports that she left Mojil on the 28th instant. On the 2nd instant passed the body of a whale close by. It looked like a rock at a distance and the body swollen up, about 16 feet above the surface of the water. A great many sea birds surrounded it. When this was sighted the ship was in lat. 32.13 north and long. 127.0 east. On the 3rd instant passed a sampan bottom up lat. about 29 north and long. 124.0 east. On the 4th passed another sampan full of water, the anchor rope out, about 20 miles north-east from Tung-yung Island. Leaving Mojil we had terrible weather. Squalls from the north with hail and snow. From Ore Point to Tung-yung Island had moderate weather, and then stormy till Beaker Point, with high sea, and rainy weather.

Post Office.

A MAIL WILL CLOSE—
 For Holbow and Bangkok—Per *Chow* to-morrow, the 8th instant, at 9.30 A.M.
 For Saigon—Per *Hirahira* to-morrow, the 8th instant, at 9.30 A.M.
 For Europe, &c., &c., Australia, India, via Madras, Mauritius and Calcutta—Per *Sydney* to-morrow, the 8th instant, at 11 A.M.
 For Straits, Colombo, and Bombay—Per *Glida* to-morrow, the 8th instant, at 11.30 A.M.
 For Singapore—Per *Prigga* to-morrow, the 8th instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.
 ALWINE, German steamer, 400, C. Petersen, 18th Feb.—Fakhol 15th Feb., and Holbow 17th, General.—Weller & Co.
 AMIGO, German steamer, 771, A. Bendixen, 4th March—Bangkok 24th Feb., Rice.—Weller & Co.
 BENALDER, British steamer, 1,286, C. K. McIntosh, R.N.R., 3rd March—Salon 20th Feb., Rice and Paddy—Gibb, Livingston & Co.
 BENLUD, British steamer, 1,281, J. H. Clarke, 3rd March—Salon 27th February, Rice and Paddy—Gibb, Livingston & Co.
 BORMIDA, Italian steamer, 1,566, F. Ansaldo, 4th March—Bombay 9th Feb., and Singapore 24th, General.—Crawford & Co.
 CASS, Chinese steamer, 740, Janzen, 26th Feb.—Keelung 24th Feb., Camphor—Order.
 CHINGWOO, British steamer, 1,556, G. L. Gratian, 6th March—Sydney 4th Feb., Boston Bay 7th, Townsville 10th, Cooktown 11th, Thursday Island 14th, and Port Darwin 20th, General.—Butterfield & Swire.
 EMPRESS OF JAPAN, British steamer, 3,003, Geo. A. Lee, R.N.R., 3rd March—Vancouver 9th Feb., Yokohama 23rd, Kobe, and Shanghai 28th, General.—C. P. Railway Co.
 FAME, British steamer, 117, Captain Melzac, Hongkong Government tender.
 FREY, Danish steamer, 307, C. L. Strand, 3rd March—Fakhol 18th Feb., and Holbow 18th, General.—Arnhold, Karberg & Co.
 FRIDGA, German steamer, 1,400, F. Nagel, 4th March—Kobe 26th February, General.—Siemssen & Co.
 GISELA, Austrian steamer, 2,854, G. Nicolich, 5th March—Kobe 28th Feb., General.—D. Sarsion, Sons & Co.
 GLENGGLE, British steamer, 3,000, Wm. E. Duke, 6th March—London 18th Jan., and Singapore 28th February, General.—Jardine, Matheson & Co.
 HERR, Norwegian steamer, 1,654, F. W. Clausen, 1st March—Mojl 23rd Feb., Coal—Order.
 HIROSHIMA-MARU, Japanese steamer, 2,058, H. Walter, 2nd March—Salon 24th Feb., Rice and Paddy—Geo. R. Stevens.
 HAILONG, British steamer, 783, J. S. Roach, 5th March—Swatow 4th March, General.—D. Laprak & Co.
 HOLSTEIN, German steamer, 1,103, J. Bruhn, 2nd March—Salon 24th February, Rice and Paddy—Weller & Co.
 LENOX, British steamer, 1,327, W. Ward, 2nd March—Salon 24th Feb., Rice and Paddy—Doddwell, Carllill & Co.
 MATHEW, German steamer, 600, P. Moos, 4th March—Bangkok 4th Feb., Rice—Siemssen & Co.
 MEMNON, British steamer, 826, B. Branch, 3rd March—Sandakan 26th Feb., Timber and General.—Butterfield & Swire.
 MICHAEL JESSEN, German steamer, 710, H. Schlakier, 4th March—Holbow 3rd March, General.—Weller & Co.
 MONOKUT, British steamer, 870, Chas. Stenharn, 6th March—Bangkok 25th Feb., and Koh-i-chang 27th, Rice, Teak and General.—Yuen Fat Hong.
 NANSAY, British steamer, 805, J. Blackburne, 4th March—Bangkok 25th Feb., Rice—Hop Hing Hong.
 NECKAR, German steamer, 1,491, W. Schroeder, 5th March—Shanghai 2nd March, Mails and General.—Melchers & Co.
 NINRO, German steamer, 762, Lehmann, 31st Dec.—Canton 31st Dec., General.—Siemssen & Co.
 NIZAM, British steamer, 1,616, F. M. Tiliard, 6th March—Bombay 15th Feb., and Singapore 28th, General.—P. & O. S. N. Co.
 OOHIVA, British steamer, 419, 33rd May—Singapore 16th May, 13th June, 10th July, 10th Aug., 10th Sept., 10th Oct., 10th Nov., 10th Dec., Ballast—Hop Hing Hong.
 PELIC FISH, British steamer, 161, A. Stapan, Hongkong and Whampoa Dock Co.
 POLUX, German steamer, 889, J. Cefken, 13th March—Salon 28th Feb., Rice—Tong Kee.
 SOCCROW, British steamer, 499, N. Marito, 5th March—Bangkok and Koh-i-chang 26th Feb., Rice—Butterfield & Swire.
 SUNGHIANG, British steamer, 994, C. B. N. Didd, 5th March—Manila 2nd March, General.—Butterfield & Swire.
 WOOTAN, German steamer, 1,016, A. Ott, 1st March—Salon 24th Feb., Rice and Paddy.—Laube, Wegener & Co.
 YUKENANG, British steamer, 1,106, J. Steffers, 2nd March—Sourabaya 21st Feb., Saigon—Jardine, Matheson & Co.
 YIKSANG, British steamer, 887, W. Weddell, 5th March—Manila 2nd March, General.—Jardine, Matheson & Co.
 ZAMBEZI, British steamer, 1,570, G. J. Edwards, 23rd Feb.—Yokohama 10th Feb., Kobe 12th, and Mojil 19th Feb., Coal—Doddwell, Carllill & Co.

SAILING VESSELS.
 BANDANIERA, British 4-masted schooner, 1,775, J. G. Jones, 18th Feb.—New York 14th October, Kerosene Oil—Captain.
 BIRMA, German bark, 1,430, F. Hillmann, 12th Jan.—Nagasaki 22nd August, Petroleum—Jardine, Matheson & Co.
 CRITIC CHIEF, British ship, 1,747, C. Owen, 5th March—New York 4th Oct., Oil—Jardine, Matheson & Co.
 CHARON WATYAK, Siamese bark, 654, G. Koch, 7th Feb.—Bangkok 28th Dec., Wood—Chinese.
 CHURCHY, British bark, 473, W. Bull, 12th Dec.—General—10th October, Sandalwood—Siemssen & Co.
 COLOMA, American bark, C. M. Noyes, 9th Feb.—Portland 20th Nov., and Honolulu 29th Dec., Timber and Spun—Captain.
 HARVARD, American bark, 924, L. A. Colcord, 15th Nov.—Singapore 21st Oct., Timber—Master.
 HELEN, British Hawaiian ship, 1,516, A. W. Newell, 24th Jan.—New York 17th June, and Manila 13th Aug.—Order.
 PAPA, German bark, 748, T. W. Thoms, 17th Jan.—Cardiff 14th Sept., Pattern Fuel and Coke—Order.
 VELOCITY, British steamer, 491, K. Martin, 25th Feb.—Honolulu 18th Jan., General—Chinese.
 Wm. L. LACROIX, British bark, 579, R. Grogan, 5th March—Rajing (Romeo) 20th January, Timber—Gibb, Livingston & Co.

REGULAR MEETING of the above LODGE will be held in the Freemasons' Hall, Zealand Street, on MONDAY, 14th inst., at 8.30 p.m. promptly. Visiting brethren are cordially invited.
 Hongkong, 6th March, 1893.

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1893. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN6,000 Tons.....WEDNESDAY, 22nd March.
 EMPRESS OF CHINA6,000 ".....WEDNESDAY, 12th April.
 EMPRESS OF INDIA6,000 ".....WEDNESDAY, 3rd May.
 EMPRESS OF JAPAN6,000 ".....WEDNESDAY, 24th May.
 EMPRESS OF CHINA6,000 ".....WEDNESDAY, 14th June.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Load and Embark Passengers. The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

E. HOLLOWAY, General Agent.

Hongkong, 2nd February, 1893.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Flintshire Tuesday March 14th.

Victoria Tuesday April 4th.

Tacoma Tuesday May and

THE Steamship

"FLINTSHIRE,"

sailing at Noon, on TUESDAY, the 14th March, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Freights must be sent to our Office with address in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 14th February, 1893.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

China Tuesday, 21st March.

Peru Saturday, 8th April.

City of Rio de Janeiro Thursday, 27th April.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, via YOKOHAMA and HONOLULU, on TUESDAY, the 21st March, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Through Tickets issued Passengers to Europe or to cities in the United States or Canada are good for transportation to the Missouri River by the Central and Union Pacific Railways only. East of the Missouri River, Passengers have the choice of various Railway lines to New York, via Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, &c.

Particulars of the various routes can be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. on the day previous to sailing. Parcel packages will be received at the Office until 5 P.M. on the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 22nd February, 1893.

HONGKONG TIMBER YARD, WANCHAI.

REGO: PINK SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 4th June, 1891.

For Sale.

FOR SALE.
 THE Property and Establishment known as the PNEUMATIC RICE MILL, situated at CHOLEN near SAIGON. The Engines are very powerful and, with three Boilers, are almost new. The Land and Buildings are extensive and the situation most favourable.
 For information apply by letter to
 Wm. G. HALE & Co.
 Saigon, 18th February, 1893. 1296

FOR SALE.

THE Complete MACHINERY and PLANT of a SOGA WATER business.

Apply to
 D. K. GRIFFITH,
 2, Duddell Street,
 Hongkong, 14th February, 1893. 1299

EX P. & O. STEAMER "MANILA."

KUPPERS' PILSENER BEER.